

Service Talks

PHILADELPHIA RAPID TRANSIT COMPANY

No. 29

EVERY EMPLOYE A STOCKHOLDER

November 2, 1922

CHANGES DUE TO OPENING OF FRANKFORD ELEVATED

During the negotiations leading to the present agreement for the operation of Frankford Elevated, it was estimated by City and P. R. T. engineers that during the first year of operation—

9,000,000 passengers would be carried on Frankford Elevated if operated by City and terminating at Front and Arch Streets; and

33,000,000 passengers would be carried on Frankford Elevated if operated by P. R. T., with free transfers to surface lines, and with Market Street Subway delivery.

24,000,000 additional passengers will use Frankford Elevated because P. R. T., as operator, supplies the Market Street Subway terminal and free transfer with connecting crosstown surface lines.

Passengers using both P. R. T. surface lines and Frankford Elevated will establish new routes of travel. The new traffic flows substantially divert existing lines of travel paralleling or crossing the route of Frankford Elevated.

In order that Frankford Elevated will be used to the fullest extent possible, and be made available to all sections of Frankford and the tributary population, it is necessary to make rearrangement of present routes.

No other city besides Philadelphia enjoys similar transfer between high speed elevated-subway lines and surface lines, except at a higher rate of fare, and this free transfer privilege can only be continued by careful scheduling and routing so as to avoid unnecessary or duplicated service. To this end, coincident with the opening of the Frankford Elevated, November 5, 1922, there will be a readjustment of service and routes in this general district by combining the service on closely paralleling routes where it can be reasonably done, and by withdrawing such service as will be largely unused after the Frankford Elevated is in operation.

Co-operation of P. R. T. men and management has decreased costs by enormously increasing production per man employed and by eliminating the waste contained in unnecessary or duplicated car service. Co-operation of City and P. R. T., continued and extended, now bids fair to make these accomplishments of men and management available to help carry the burden of City-built rapid transit lines, which otherwise would be deficit producers for years to come.

The published tariff of the Company provides that the payment of a cash or strip ticket fare entitles a passenger to one transfer ticket and does not contemplate the issuing of a double transfer for one fare, or the issuance of a transfer upon an exchange ticket. To avoid misuse of this transfer privilege, it is therefore necessary to enforce the regulation stipulated in the tariff that a transfer ticket will be issued only if requested by passenger at time cash fare or strip ticket fare is paid.

The fare for the ride over the Frankford-Market Street Elevated, between the Bridge Street terminal, Frankford, and the 69th Street terminal, West Philadelphia, will be 7c cash, 4 tickets for 25c. The payment of a cash or strip ticket fare entitles the passenger to one free transfer between the Frankford Elevated and any connecting crosstown surface line north of Arch Street, or in West Philadelphia between the Market Street Elevated and connecting crosstown surface lines, as designated on the transfer tickets. To obtain a transfer, it will be necessary for the passenger to make the request at the time the cash or strip ticket fare is paid, and upon the opening of the Frankford Elevated, the practice of handing out transfer tickets at the exit gates, previously in vogue at certain of the West Philadelphia stations, will be discontinued.

The transfer of passengers between the Elevated-Subway trains and the Surface-Subway cars at Juniper Street will be continued, as will also the exchange tickets now receivable at westbound stations of the Market Street Subway.

The changes in present routes and the new routes established as herein set forth, are believed to be best suited to the changes which will occur in the traffic. After sufficient time has elapsed to demonstrate what the actual conditions are, following the opening of the Frankford Elevated, the company will then welcome any suggestion which may be offered.

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ROUTE 3, FRANKFORD 12TH & 13TH LINE

There will be no change in this route.

NEW TRANSFER PRIVILEGES

From Route 3 southbound, to Route 4 or 19 southbound, at 6th and Berks Streets. From Route 4 or 19 northbound, to Route 3 northbound, at Montgomery Avenue and 7th Street.

ROUTE 4, LEHIGH 6TH & 7TH LINE

Route 4, formerly known as Frankford 6th & 7th line, will be designated Route 4, Lehigh 6th & 7th line. The line will have its northern terminal at Howard Street and Lehigh Avenue, and will be operated over the former route between Lehigh Avenue and Ritner Street.

NEW TRANSFER PRIVILEGES

From Route 4 or 19 northbound, to Route 3 northbound, at Montgomery Avenue and 7th Street. From Route 3 southbound, to Route 4 or 19 southbound, at 6th and Berks Streets.

ROUTE 5, FRANKFORD 2ND & 3RD LINE

This line will have its northern terminal at Frankford and Kensington Avenues (Womrath Street) and will be operated over the former route between Womrath Street and Ritner Street.

NEW TRANSFER PRIVILEGES

From Route 5 northbound, to Route 3 northbound, at Womrath Street. From Route 3 southbound, to Route 5 southbound, at Womrath Street.

ROUTE 6, HUNTINGDON & CUMBERLAND LINE

This will be a new route operating between Tioga Street and Richmond Street via 2nd and Cumberland Streets southbound, and via Huntingdon and Front Streets northbound.

NEW TRANSFER PRIVILEGES

From Route 6 east or westbound, to Elevated north or southbound, at Huntingdon Station. From Elevated north or southbound, to Route 6 eastbound at Kensington Avenue and Cumberland Street, or westbound, at Kensington Avenue and Huntingdon Street.

From Route 6 eastbound, to Route 3 north or southbound, at Kensington Avenue and Cumberland Street. From Route 3 north or southbound, to Route 6 westbound, at Kensington Avenue and Huntingdon Street.

From Route 6 eastbound, to Route 5 southbound, at Frankford Avenue and Cumberland Street. From Route 5 northbound, to Route 6 westbound, at Huntingdon and Amber Streets.

ROUTE 8, DAUPHIN & SUSQUEHANNA LINE

Route 8, formerly known as Norris and Susquehanna line, will be designated Route 8, Dauphin and Susquehanna line. Eastbound, the line, instead of turning from Dauphin Street on 22nd Street, thence on Norris Street to Front Street, will continue east on Dauphin Street to Front Street, thence over Front Street, Norris Street and Susquehanna Avenue to Richmond Street. Westbound, the line will operate over the former route.

NEW TRANSFER PRIVILEGES

From Route 8 east or westbound, to Elevated northbound, at York Station, or southbound, at Dauphin Station. From Elevated north or southbound, to Route 8 westbound, at Front Street and Susquehanna Avenue, or eastbound, at Front and Dauphin Streets.

ROUTE 15, GIRARD AVENUE LINE

This line will have its eastern terminal at Allegheny Avenue and Richmond Street and will be operated over the former route between Allegheny Avenue and 63rd Street. The portion of the former route north of Allegheny Avenue will be served by Route 73, Bridesburg line.

NEW TRANSFER PRIVILEGES

From Route 15 east or westbound, to Elevated north or southbound, at Girard Station. From Elevated north or southbound, to Route 15 east or westbound, at Front Street and Girard Avenue.

From Route 15 eastbound, to Route 73, northbound, at Allegheny Avenue and Richmond Street. From Route 73 southbound, to Route 15 westbound, at Allegheny Avenue and Richmond Street.

ROUTE 18, SOUTH 22ND & 23RD LINE

Route 18, formerly known as Richmond 22nd and 23rd line, will be designated Route 18, South 22nd and 23rd line. The line will have its northern terminal at Front and Chestnut Streets, and will be operated over the former route west of 3rd Street, via Chestnut-Walnut Streets and 22nd-23rd Streets, to Snyder Avenue.

The Richmond section, served by former Route 18, will be served by crosstown surface lines, transferring to and from the Elevated, including Route 54 on Somerset Street, Route 6 on Huntingdon and Cumberland Streets, Route 8 on Norris Street and Susquehanna Avenue, and Route 15 on Girard Avenue and Richmond Street.

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ROUTE 19, LUZERNE 6TH & 7TH LINE

This line will be extended south from its present terminal on Pine Street to Ritner Street.

NEW TRANSFER PRIVILEGES

From Route 19 northbound, to Route 3 northbound, at Montgomery Avenue and 7th Street. From Route 3 southbound, to Route 19 southbound, at 6th and Berks Streets.

Transfer privileges now in effect on 6th and 7th Streets, south of Pine Street, will be effective on this route.

ROUTE 25, DAUPHIN 2ND & 3RD LINE

This will be a new route operating between Dauphin Street and Ritner Street via 2nd and 3rd Streets.

NEW TRANSFER PRIVILEGES

Transfer privileges now in effect on 2nd and 3rd Streets, south of Dauphin Street, will be effective on this route.

ROUTE 26, KENSINGTON 6TH & 7TH LINE

This line will be discontinued. The Kensington section served by former Route 26 will be served directly by the Frankford Elevated, and by Route 3, which will transfer to and from Routes 4 and 19 for 6th and 7th Streets delivery.

ROUTE 27, KENSINGTON 12TH & 13TH LINE

This line will be discontinued. The Kensington section served by former Route 27 will be served by the Frankford Elevated, and by Route 5. Passengers along Oxford, Jefferson and Master Streets will be served by Route 57, which will transfer to and from 12th and 13th Street lines for downtown delivery.

ROUTE 28, NORTH 2ND & 3RD LINE

This line will be replaced by new Routes 6 and 25. Local service on 2nd and 3rd Streets, south of Dauphin Street, will be supplied by Route 25. The section north of Dauphin Street, served by former Route 28, will be served by Route 6, transferring to and from the Elevated.

ROUTE 39, YORK & DAUPHIN LINE

This line will be replaced by new Routes 6 and 8. The section east of Front Street, served by former Route 39, will be served by Route 6. The section west of Front Street, will be served by Route 8 as rerouted. These new routes will continue the transfer and exchange privileges formerly in effect, and in addition, will transfer to and from the Frankford Elevated.

ROUTE 59, BUSTLETON LINE

This line will be operated as follows:
Northbound: From Frankford & Oxford Avenues on Oxford Avenue, Castor Avenue, Bustleton Avenue, to Lott Street and Bustleton Avenue.
Southbound: From Lott Street and Bustleton Avenue, on Bustleton Avenue, Castor Avenue, Oxford Avenue, to Frankford and Oxford Avenues.

Route 59 will have two fare zones, the first fare zone extending north to Rhawn Street, and the second fare zone extending from Rhawn Street to Lott Street in Bustleton. The new line will transfer within the first fare zone, to and from the Frankford Elevated, at Orthodox-Margaret Station.

ROUTE 73, BRIDESTRUB LINE

This line will be extended south from its present terminal at Tacony and Bridge Streets to Allegheny Avenue and Richmond Street, via Bridge, Thompson, Orthodox and Richmond Streets, southbound, and via Richmond and Bridge Streets, northbound.

NEW TRANSFER PRIVILEGES

From Route 73 southbound, to Route 15 westbound, at Allegheny Avenue and Richmond Street. From Route 15 eastbound, to Route 73 northbound, at Allegheny Avenue and Richmond Street.

Route 73 will transfer to and from the Elevated at Bridge Station, and to and from Route 75 at Orthodox and Richmond Streets.

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